

CHANDLER AIRPARK Area Plan

Airpark Area Plan

November 5, 1998



BRW

A DAMES & MOORE GROUP COMPANY



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4 December 1998

Mr. Doug Ballard, Director
Planning and Development
215 East Buffalo Street
Chandler, Arizona
(602) 786-2801

Re: Chandler Airpark Area Plan

Dear Mr. Ballard:

BRW is pleased to submit to you the Chandler Airpark Area Plan. The Area Plan culminates 12 months of collaborative planning efforts by City staff, City Council, Planning and Zoning Commission, citizens, stakeholders, committee members and the BRW staff. This collaboration included extensive community participation, achieved through a series of newsletters, public meetings, planning charettes, and special exhibits. The result is an Airpark Area Plan that achieves a successful balance of integrated land-use types that will promote economic vitality, while protecting the interests of nearby residents.

We have sincerely appreciated the support and cooperation of the City staff, the City's elected and appointed officials, and the citizens of Chandler for their contributions and assistance in the preparation of this Plan. We are confident that the recommendations contained in the Plan establish a solid foundation and long-range consensus direction for the Airpark Area and the City of Chandler. It has been our pleasure to assist the City in the compilation of the Airpark Area Plan and we look forward to partnering with you on future projects.

Sincerely,
BRW, Inc.

Celeste C. Werner
Planning & Development Director

TABLE OF CONTENTS

<i>Chapter</i>	<i>Page</i>
1.0 Introduction	1-1
1.1 Planning Process	1-1
1.2 Planning Context	1-4
1.3 Organization of the Area Plan	1-4
2.0 Land Use Element	2-1
2.1 Introduction	2-1
2.2 Existing Setting	2-1
2.3 Land Use Vision, Goals and Policies	2-4
2.4 Land Use Plan	2-7
2.5 Land Use Implementation Program	2-16
3.0 Transportation and Circulation Element	3-1
3.1 Introduction	3-1
3.2 Existing Setting	3-1
3.3 Transportation and Circulation Vision, Goals and Policies	3-2
3.4 Transportation and Circulation Plan	3-3
3.5 Transportation and Circulation Implementation Program	3-11
4.0 Infrastructure Element	4-1
4.1 Introduction	4-1
4.2 Existing Setting	4-1
4.3 Infrastructure Vision, Goals and Policies	4-4
4.4 Infrastructure Plan	4-4
4.5 Infrastructure Implementation Program	4-6
5.0 Economic Development Element	5-1
5.1 Introduction	5-1
5.2 Existing Setting	5-2
5.3 Economic Development Vision, Goals and Policies	5-3
5.4 Economic Development Plan	5-4
5.5 Economic Development Implementation Program	5-6

APPENDIX A – Sound Attenuation Standards

LIST OF FIGURES

<i>Figure</i>	<i>Page</i>
1-1 Regional Location	1-2
1-2 Airpark Area Plan Boundaries	1-3
2-1 Land Use Plan	2-8
3-1 Arterial Street Cross Sections	3-7
3-2 Collector and Local Street Cross Sections	3-8
4-1 Improvement District # 89	4-3
5-1 Economic Enterprise Zone	5-5

LIST OF TABLES

<i>Table</i>		<i>Page</i>
2.1	Land Use Plan – Land Use Calculations	2-9
2.2	City of Chandler Land Use Categories and Standards	2-14
2.3	Land Use Implementation Program.....	2-17
3.1	Projected Buildout of Airpark Area Arterial Roadways	3-4
3.2	Transportation and Circulation Framework Implementation Program	3-12
4.1	Public Infrastructure Implementation Program	4-8
5.1	Economic Development Implementation Program	5-7

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1.0 INTRODUCTION

1.0 Introduction

The Chandler Airpark Area encompasses nine square miles surrounding the Chandler Municipal Airport and is located approximately 15 miles southeast of downtown Phoenix, as shown on Figure 1-1, *Regional Location*. The Airpark Area is bounded on the north by Pecos Road, on the south by Ocotillo Road, on the west by Arizona Avenue and on the east by Gilbert Road as shown on Figure 1-2, *Airpark Area Plan Boundaries*.

The Chandler Airpark Area represents the last great chance for economic development in the City of Chandler. The intermodal transportation links in the Airpark Area include the Paseo System comprised of pedestrian and bicycle trails, the San Tan Freeway, roads of regional significance, the Southern Pacific Railroad and in the heart of this economic development opportunity, the Chandler Municipal Airport. Few other areas in the southwest can boast such access and economic development potential in one location.

The Chandler Municipal Airport serves as the centerpiece of the Area Plan. The Airport provides recreational and private (passenger and air cargo) air service to the local area. The Airport consists of a double runway, on approximately 480 acres, and generally provides service to smaller aircraft (turboprop) and an occasional corporate jet. The facility had approximately 184,000 flight operations in 1997 (an 18 percent increase over 1996) and generated revenue of over \$490,000 for the City of Chandler.

The Chandler Airpark Area Plan provides the City of Chandler with a document that will

strategically guide future development in and around the existing airport. The two major goals of this Plan are the protection of the Municipal Airport from residential encroachment and the aggressive economic development of the Airpark Area.

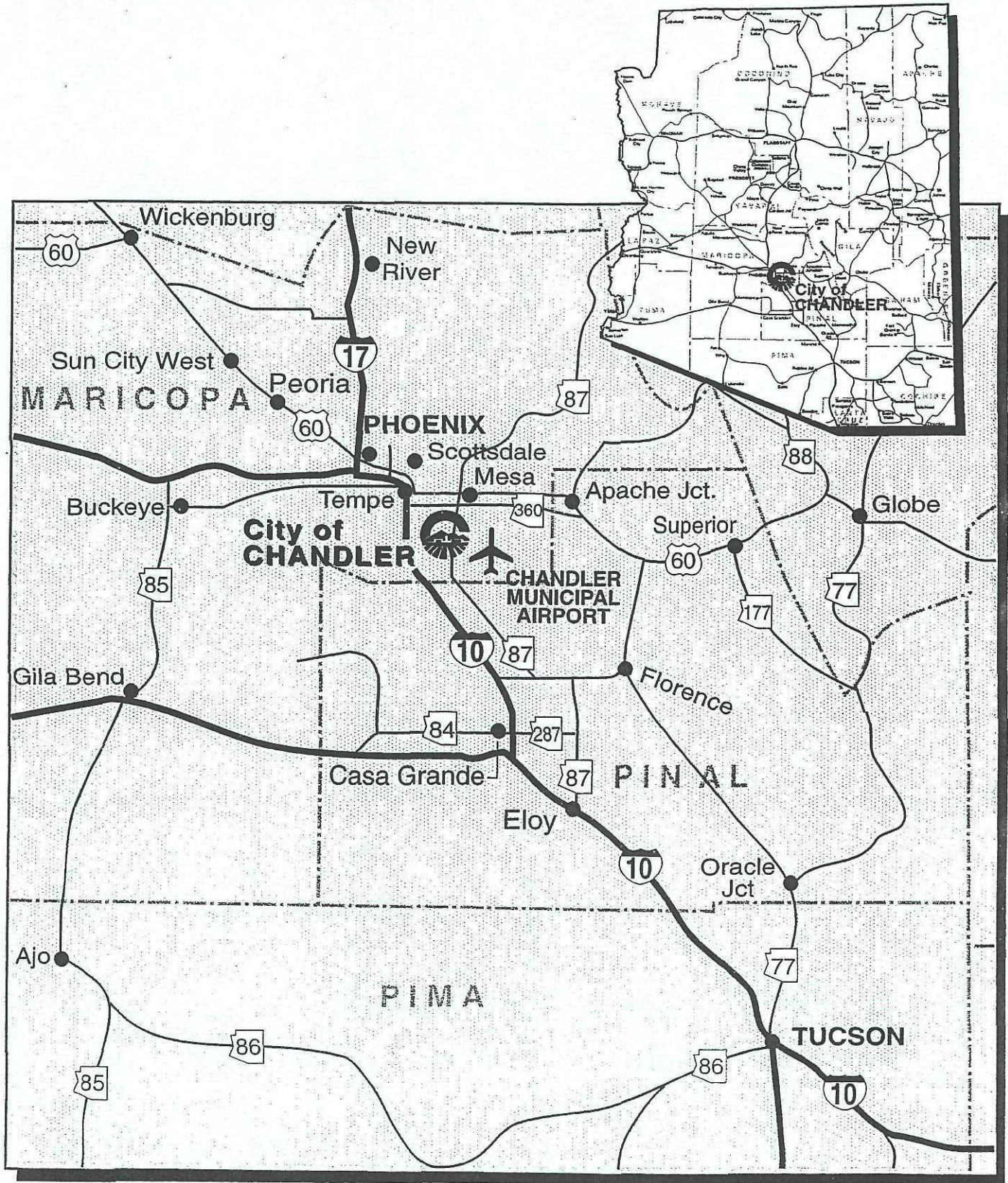
An overview of the Airpark Area Plan is presented in the following subsections:

- 1.1 Planning Process
- 1.2 Planning Context
- 1.3 Organization of the Area Plan

1.1 Planning Process

The Chandler Airpark Area Plan was completed according to a work program that included eight technical tasks, designed to sequentially complete the project in a 10-month time frame. Phase I comprised the Inventory and Analysis of the Airpark Area, which was presented in Report #1, *Existing Conditions Report*. Phase II comprised Issue Identification and Visioning, which was presented in Report #2, *Vision, Goals and Policies*. Phase III comprised Alternatives Development and Evaluation, which was presented in Report #3, *Alternatives Report*. Phase IV comprised Development Policies and an Implementation Program, which is presented in the Final Report #4, *Chandler Airpark Area Plan*.

An ongoing Phase of this project included a Community Involvement Program that included three community workshops, five newsletters and various policy meetings with the City Staff, Planning and Zoning Commission, City Council and the Airport Commission.



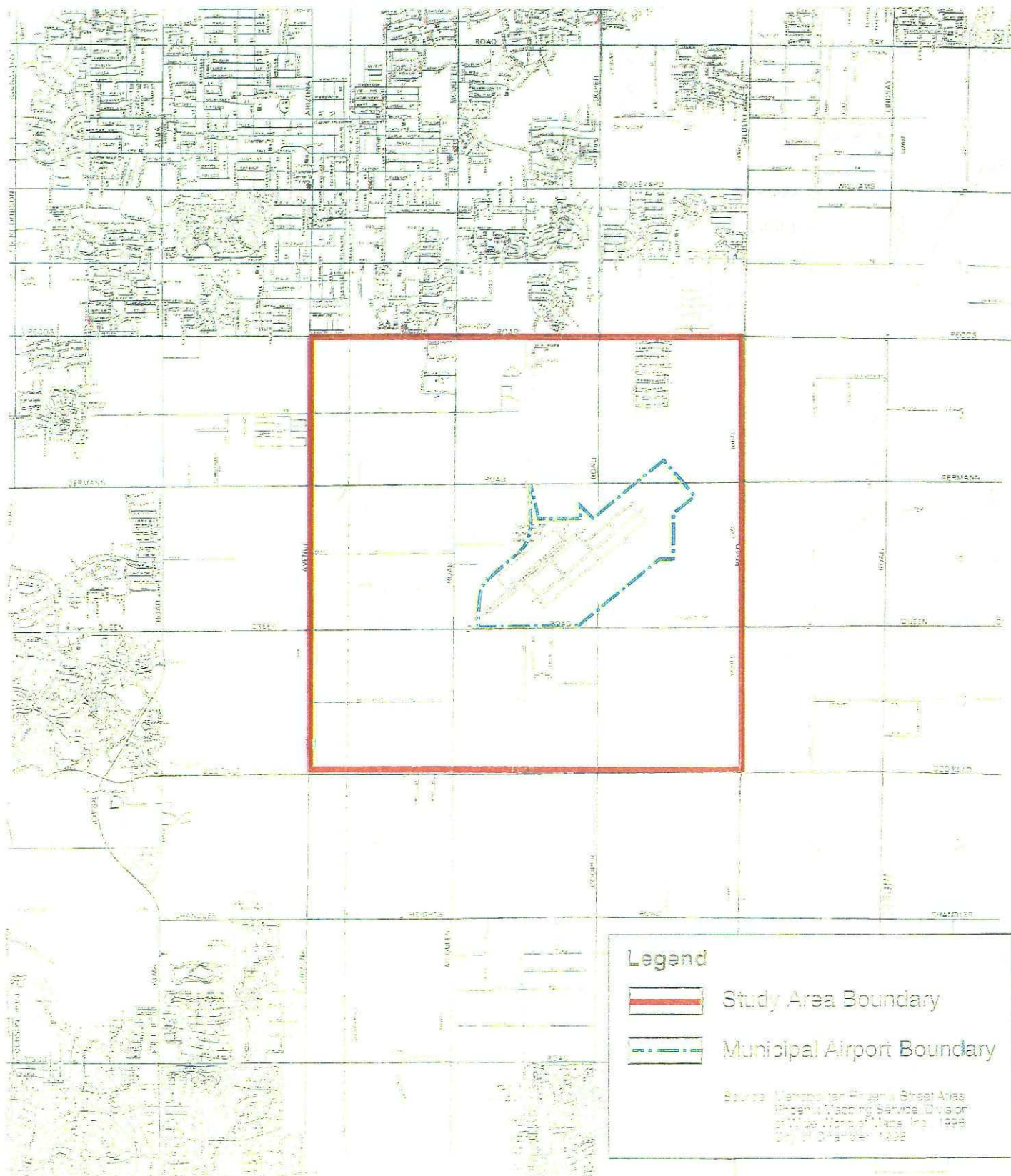


Figure 1-2
 Airport Area Plan Boundaries

1.0 INTRODUCTION

1.2 Planning Context

The Airpark Area Plan is intended to guide intelligent and informed decisions about growth and economic development within the Airpark Area. It is the foundation upon which day-to-day decisions can be made in a comprehensive manner and within the context of other related plans. The other plans include the City of Chandler General Plan (Circulation and Land Use Elements), the City's Capital Improvements Program, and the Airport Master Plan. These documents, when used along with the Airpark Area Plan, provide consistency and continuity in assisting the community in actions regarding the quality of life and economic development in the Airpark Area.

The Chandler General Plan earmarks the nine square mile Airpark Area for preparation and adoption as a detailed Area Plan. Area plans are incorporated into the General Plan upon the approval of the Planning and Zoning Commission and adoption by the City Council. The Chandler Airpark Area Plan follows the overall goals and policies of the General Plan and is compatible with surrounding uses proposed in the General Plan. While the Airpark Area Plan has no formal ties to the Capital Improvement Program or the Airport Master Plan, the Plan is consistent with the overall planning strategies from both of these documents.

The Chandler Airpark Area, located within the Chandler Municipal Planning Area, is administered by the City of Chandler. Maricopa County has authority for actual zoning/rezoning requests prior to annexation, although the City of Chandler is responsible for reviewing these requests if a property owner wishes to be annexed. The City of Chandler retains jurisdiction over land use and zoning

decisions in the Airpark Area, if a property owner wishes to be annexed by the City and provided with City services. Property owners must submit any zoning requests to the City of Chandler for review. Chandler has indicated its intention to fully annex the area, as it develops, in accordance with the City's Annexation Policy.

1.3 Organization of the Area Plan

The Chandler Airpark Area Plan consists of four plan elements, which together will guide growth in the community: Land Use, Transportation and Circulation, Infrastructure, and Economic Development.

The *Land Use Element* designates the general location and intensity of land uses for residential, commercial, industrial, parks, open space and public facilities in the Airpark Area. The *Alternatives Report*, dated September 4, 1998, details the process that lead to the selection of the Land Use Plan.

The *Transportation and Circulation Element* identifies the general location and function of existing and future streets and describes the need for transportation facilities (i.e. bike paths, walking paths) that will enhance the use of alternative modes of transportation such as bicycles and walking.

The *Infrastructure Element* establishes general guidance for the provision of public facilities and services including: water supply and distribution; sewage collection and treatment; public utilities; and other related infrastructure systems.

1.0 INTRODUCTION

The *Economic Development Element* recommends strategies to enhance the economy of the City, expand existing businesses, and attract new economic activities.

Each element of the Airpark Area Plan contains five sections as follows:

- *Introduction:* a description of the purpose of each plan element.
 - *Existing Setting:* a brief summary of the existing conditions and issues in the Airpark Area. Greater detail about existing conditions can be found in the Existing Conditions Report, dated March 18, 1998.
 - *Vision, Goals and Policies:* a statement of the broad values, identified by the community residents and a list of the goals and policies that will guide City decisions concerning development of the Airpark Area. An original list of goals and policies was published in the Vision, Goals and Policies Report, dated March 25, 1998. Vision, goals and policies are defined below:
 - *Vision:* a statement of community values. A vision statement expresses broad community values.
 - *Goal:* a concise statement that describes a condition to be achieved. A goal is generally not quantifiable, time-dependent or suggestive of specific actions for achievement. Goals are expressed as ends, conditions, or aspirations.
 - *Policy:* a specific action that guides decision-making. A policy is clear and unambiguous, and is based on stated goals, as well as the analysis of data. Policies may describe standards, which
- are rules or measures that establish a level of quality or quantity that should be complied with or satisfied. Standards define the more abstract terms of goals and objectives with concrete specifications.
- *Plan:* a description of the plan vision for physical development that ties the vision, goals, and policies to the implementation program.
 - *Implementation Program:* a table illustrating the actions necessary to implement each plan element. The Implementation Program includes:
 - *Implementation Measure:* a description of the action, program or strategy.
 - *Purpose:* the intent of accomplishing each implementation measure.
 - *Timeframe:* the target years, in two-year increments, for implementation in the first eight years of the planning horizon.
 - *Key Participants:* the appropriate public or private body, agency, group or individual responsible for the implementation measure.
 - *Project Location/Area of Influence:* the location of the proposed action.
 - *Resources:* the appropriate source of funding for carrying out the proposed action.